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Please amend paragraph [0056] as follows:

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3/23/02
[0056] A lock mechanism 48 is provided for cooperation with the push button actuator 46 of the operating mechanism 44. In the illustrated embodiment, the lock mechanism 48 is of a conventional design having a head portion with a protrusion that can be rotated into and out of locking engagement with a receiving recess using a conventional key. When in the locked configuration, the protrusion of the lock mechanism 48 prevents sliding operation of the push button actuator 46 upon the travel guide 47 because the protrusion is caught within the recess in the body 37 of the carrier foot 32. In this manner, unauthorized disengagement of the carrier foot 32 from the anchor mechanism 18 is prevented. Because the latch body 60 is spring biased toward the latching configuration, the operating mechanism 44 can be locked prior to the foot 32 being positioned upon the anchor mechanism 18 and further manipulation by the operator is not required for affecting locked and latched connection of the foot 32 thereupon. A sliding cover 110 is shown in FIG. 1 and FIG. 4. FIGS. 1, 4, 14a and 14b. As depicted in FIGS. 4, 14a and 14b FIG. 4, the cover 110 is provided at an exterior surface thereof with frictional ridges intended to be engaged by a person's thumb or finger. When in the position shown in FIG. 4 FIGS. 4 and 14a, the cover 110 completes the enclosure of the housing about the carrier foot 32. During installation and removal of the foot 32 to a carrying vehicle, however, as shown in FIG. 14b, the cover 110 can be moved into a downward position when the push a button actuator 46 of the lock mechanism 48 is depressed. In so doing, the actuator 46 will be maintained in a released configuration. This greatly assists a user by making it possible to maintain two feet at opposite ends of a cross bar 12 in released configurations until purposefully engaged to the anchor 18. This is particularly important when it is considered that each of the two feet of the pair are typically configured for engagement to and removal from the anchors 18 at opposite sides of the vehicle. Preferably, the feet are concurrently moved to the releasing configuration at least for removal. This dual released configuration may also be desired during installation when proper positioning is initially required, and then the two separate feet are moved into the engaged configuration.

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Please amend paragraph [0057] as follows:

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3/23/07 [0057] The sliding operation of the cover 110 may be accomplished by any suitable configuration, but as shown in FIGS 14a and 14b, a tongue-in-groove arrangement is preferably utilized. Still further, by having the tongue frictionally fit within the groove, upward and downward positions of the cover 110 may be maintained until purposely moved by the user.

AMENDMENTS TO THE DRAWINGS:

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3/23/07 The attached sheets of drawings include new FIGS 14a and 14b. Support for new FIGS. 14a and 14b can be found in original claims 1-4 as well as in the original specification, see for example, paragraph [0056] and [0057].

REMARKS/ARGUMENTS

The previously withdrawn claims are presently amended to depend either directly or indirectly from claim 1; therefore, all claims read on the previously elected invention.

Objections to the Drawings

The Examiner indicated that the features of claims 1-4 must be shown in the drawings or the features canceled from the claims. Applicants hereby present new FIGS 14a and 14b, which illustrate the sliding cover 110 covering a portion of the opening in the housing to maintain the push-button actuator in depressed position. Support for new FIGS. 14a and 14b can be found in original Figures 1 and 4, original claims 1-4 and in the original specification, for example, at paragraphs [0056] and [0057].